

58 KEYSTONE MEN IN CASUALTY LIST

739 U. S. Soldiers Included
in Report Made by General Pershing

110 KILLED IN ACTION

221 Americans Are Officially
Recorded as Missing
in Action

Washington, Nov. 21.

The names of fifty-eight Pennsylvanians are included in the list of 739 United States casualties announced by the War Department today. Of the list 221 were marked "missing in action."

Summarized, the losses to date are:

Reported Totals	Nov. 21
Killed in action	110
Died of wounds	149
Died of disease	162
Died of accident and other causes	1,279
Missing in action (including prisoners)	221
Wounded	134
Grand totals	2,865

DEATHS LIST

Killed in Action

LIEUTENANT—William H. Borden, Rock Springs, Pa. (Killed in action, Belgium, 1918.)

Died From Wounds Received in Action

LIEUTENANT—George A. Hutton, Port Clinton, Pa. (Killed in action, Belgium, 1918.)

PRIVATE—Charles H. Green, Kansas City, Mo. (Killed in action, Belgium, 1918.)

PRIVATE—Charles H. Green, Kansas City, Mo. (Killed in action, Belgium, 1918.)

PRIVATE—Charles H. Green, Kansas City, Mo. (Killed in action, Belgium, 1918.)

Died of Disease

LIEUTENANT—George A. Hutton, Port Clinton, Pa. (Died of disease, 1918.)

Wounded Severely in Action

LIEUTENANT—George A. Hutton, Port Clinton, Pa. (Wounded severely in action, Belgium, 1918.)

Wounded (Degree Undetermined)

LIEUTENANT—George A. Hutton, Port Clinton, Pa. (Wounded, degree undetermined, Belgium, 1918.)

Missing in Action

LIEUTENANT—George A. Hutton, Port Clinton, Pa. (Missing in action, Belgium, 1918.)

Private

LIEUTENANT—George A. Hutton, Port Clinton, Pa. (Private, Belgium, 1918.)

D. A. R. ACTIVE IN RED CROSS WORK



From left to right—Miss A. M. Dobbins, Mrs. J. M. Warner, Mrs. Thomas H. Fenton, Mrs. Samuel T. Kerr, Mrs. Henry T. Fox, Mrs. Walter H. Sterling, Mrs. Israel Johnson and Mrs. H. C. Champion, Daughters American Revolution Red Cross workers, are not relaxing their efforts with the coming of peace.

LICHNOWSKY ASKS LENIENCY

Declares Armistice Conditions
Inspired by Spirit of Revenge

Amsterdam, Nov. 21.—(By A. P.)—Prince Lichnowsky, former German ambassador at London, is the author of the latest German appeal for leniency. His appeals appear in the Berlin Vorwaerts. He declared: "The conditions of the armistice were inspired by a spirit of revenge and will lead to starvation, anarchy, chaos and the spread of Russian tendencies which are the most dangerous enemies of democracy and freedom."

"The overwhelming majority of Germans did not desire the war and earnestly wish for reconciliation. A cruel exploitation of our present situation would endanger the ideal league of nations. I do not appeal to pity, but to perspicacity."

BRUMBAUGH MAY BE MADE WAR HISTORIAN

State Commission of National
Defense Said to Favor Gov-
ernor for Post

Harrisburg, Nov. 21.—When the State Commission of National Defense meets in Harrisburg Tuesday of next week a motion will be made to elect Governor Martin G. Brumbaugh as historian, to prepare a history of Pennsylvania's part in the great war, and it is reported as certain that this will carry with it a provision to the effect that the governor's private secretary, his assistant in the work. It is said that at least three members of the board are pledged to vote for the governor and that he is very desirous of having the place, having made a study of the State from its earliest days and having first-hand knowledge of much of what the Com-

menwealth has done in the present emergency.

This action probably will be taken notwithstanding the fact that some months ago the State's historical commission, of which Governor-elect William C. Sproul is chairman, began work on the collection of similar data. Another matter that will come before the commission next week is the limitation of the committee of National Defense with headquarters in Philadelphia, organized for the period of the war, and which since the armistice has been in effect has been gradually cutting down its work.

Lieutenant Governor Frank B. McCall, who is the State's representative on this body, will make a report to the State war board on this matter.

GIANT WAR WORK BY U. S. IN FRANCE

Construction of 843 Miles
of Railroad Part of
Great Task

FIGURES ARE AMAZING

Yankees Solved the Transport
Problem, Opened Big Ports
and Fed the Allies

By the Associated Press
American Headquarters in France,
Nov. 21.

The extent of America's military effort in France at the time the armistice was declared is shown by statistics which the Associated Press is now permitted to make public. While the stupendous figures required to tell the story are in themselves amazing, it should be remembered that they show only a part of the great effort in war preparations in men, money and material.

On the morning of November 11 the United States had in France 78,381 officers and 1,881,376 men, a total of almost 2,000,000. As has already been announced, there were 750,000 combat troops in the Argonne action. This number does not include the American units engaged on other parts of the front.

Man-Power Only One Factor

Man-power alone, however, was only one factor in the preparations for American participation in the war. Behind it lay vast machinery which was required in operations. Railways and motor roads were constructed and across the sea were brought locomotives, cars, rails and motor transport of every kind. Behind this again was the requisite food, clothing and general supplies for the men, as well as the dockage and warehousing construction. Every effort of civil life, plus the requirements of war, was exerted.

The American army has brought over

to France and has in operation 967 standard-gauge locomotives and 13,174 standard-gauge freight cars of American manufacture. In addition it has in service 350 locomotives and 972 cars of foreign origin. To meet demands which the existing French railways were unable to meet, 843 miles of standard-gauge railway were constructed. Five hundred miles of this have been built since June 1. On top of this the department of light railways reports the construction of 115 miles of road and 140 miles of German light railway were repaired and put in operation. Two hundred and twenty-five miles of French railway were operated by the Americans.

These figures represent a fairly good-sized American railway company but railways represent only a fraction of the transport efforts. Modern warfare is motor warfare and it is virtually impossible to present in figures this phase of the work of the American army. In building new roads, repairing French roads, French roads repaired under the ceaseless tide of war transport and in constructing bridges in devastated battle regions, American engineers worked day and night. The whole region behind the American lines is full of typical American road machinery, much of it of a character never before seen in Europe. To do this work the American expeditionary forces had in operation on November 11 more than 53,000 motor vehicles of all description.

Even at the present stage of the armistice, which may precede victory, it is not permissible to hint at the vast stores of munitions and armament brought over and held in readiness. The Associated Press, however, is allowed to give approximate figures showing what has been accomplished in the accumulation of food supplies. It will be seen that the American expeditionary forces were in no danger of being placed on short rations, had the war continued, although the Americans had promised the Allies vast quantities of food, in addition to their own needs.

In army terms, one ration represents the quality of each article each man is entitled to daily. It is interesting to note the supply of some of the principal ration components on hand today. For instance, the Americans have 390,000,000 rations of beans alone, 183,000,000 rations of flour and flour substitutes, 267,000,000 rations of milk, 161,000,000 rations of butter or substitutes, 142,000,000 rations of sugar, 89,000,000 rations of meat, 57,000,000 rations of coffee and 112,000,000 rations of rice, hominy and

other foods. There are quantities such as flour, fruit, candy and potatoes in proportion, while for smokers there are 761,000,000 rations of cigarettes and tobacco in other forms.

Food Represents Economy

Army authorities point out that these vast necessary supplies for the army represent food economies on the part of the people at home. Without such economies the work would have been virtually impossible, nor would the American expeditionary forces have been able to meet their requirements during the winter. The Associated Press is informed that the American army had engaged to give the French 2,000,000 pounds of meat, 5,000,000 pounds of beans and rice, flour and milk in proportion. To the British 8,000,000 pounds of meat were promised, while the Belgians were assured that they would receive 4,500,000 pounds of rations of all kinds.

It is difficult to describe in exact figures what the American expeditionary forces have done in the construction and improvement and dockage and warehousing since the first troops landed. This work has been proportionate to the

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whole effort in other directions. Bomber berths have been built at Bordeaux, having a total length of 4100 feet. At Mentour, near St. Nazaire, eight berths are under construction with a total length of over 3200 feet. These, however, do not indicate the magnitude of the effort of the English corps. In this phase of improvement to French ports, great labor has been expended in dredging operations, repairing French docks and increasing railway terminal facilities. Warehouses having an aggregate floor area of almost 23,000,000 square feet have been constructed.

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Youthful Daughters of S. J. T. Hall Fill
His Place Successfully

Hagerstown, Md., Nov. 20.—Miss Lett, the fifteen-year-old daughter of S. J. T. Hall, thirteen years old daughter of Samuel J. P. Hall, of Indian Spring district, have demonstrated the efficiency of their sex as farm managers. Their father had died in the spring, the daughters took charge of the 200-acre farm and raised fine crops, despite the scarcity of labor. Each plowed the fields with a two-horse team. They operated the binder, driving four horses, and also assisted in hauling a large wheat crop into the barn. They have plowed, harrowed and seeded twenty-nine acres for next season's wheat crop, and they spend spare hours in handling a croquet saw and piling up firewood for winter fuel.

New Bank for Cuba

New York, Nov. 21.—The Banco Mercantil Americano de Cuba, with a capital and surplus of \$2,500,000, has been organized by the Mercantile Bank of the Americas in conjunction with the Guaranty Trust Company of New York. It is announced that the new Cuban bank, it was said, would be opened on or before January 1, 1919.

Soldier Outwits Censor

Smithfield, Pa., Nov. 21.—How Judson Grimm, of Smithfield, put one over on the army censors is shown in a letter just received by his mother. He wrote that he was not permitted to tell where he was, but if she recalled the man who kept a confectionery store at a certain time the first four letters of the man's name would locate him. The man's name was Metzler.

TODAY'S MARRIAGE LICENSES

Edmund Miller, 2000 E. Rush st., and Mary E. Horitz, 2000 E. Rush st., and Howard H. Wagner, 2003 Arch st., and Beatrice M. Miller, 2003 Arch st., and Frank Hoke, 2009 Lombard st., and Margaret M. Hoke, 2009 Lombard st., and Carl Kaufman, 307 Locust ave., and Grace Latte, 377 Locust ave., and Mark Fleming, Holmesburg, and Mary E. Fisher, 304 1/2 Locust ave., and George H. Gentry, 4150 Terrace st., and Sophie Butler, 4150 Terrace st., and Paul H. Gentry, 4150 Terrace st., and Emma Schinner, 924 Passunk ave., and George E. Smith, 2131 S. 9th st., and Anna H. Stevens, 2131 S. 9th st., and George G. Smith, 2131 S. 9th st., and Joseph Wright, Wayne, Pa., and William J. Hoke, 1001 Locust ave., and Florence A. Lindsey, Parkersburg, Pa., and Fred H. Hoke, 1001 Locust ave., and Mary E. Fisher, 304 1/2 Locust ave., and John Ault, 1817 Butler st., and Sophia Baker, Locust, and Michael J. Venti, 2211 Hawthorne st., and Sophie Butler, 4150 Terrace st., and Howard Abel, 702

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